Approaches and Bridge over Garden Creek Canal (Route 609)

Mathews County, Virginia

Project No. 0609-057-140, P106, M501, B601, R201

PPMS: 18443

1. Part 1, Section 4.2.2 identifies the following key personnel that are required to be on the project site for the duration of the project: Design Build Project Manager and Construction Manager. Having both people on site full time will severely increase the direct labor costs for the project. Given that both people have similar experience requirements, 5 years as Project Manager and 5 years as Construction Manager respectively, can the Design Build Project Manager and Construction Manager positions be combined?

No.

2. Part 1, Section 4.2.2 identifies the following key personnel that are required to be on the project site for the duration of the project: Design Build Project Manager and Construction Manager. On our other design build projects the Design Build Project Manager has visited the site periodically to coordinate the work effort and address project issues, relying on the Construction Manager for daily operational management. Can the requirement that the Design Build Project Manager be on the project site for the duration of the project be waived?

VDOT will not require the Design-Build Project Manager to be on the project site for the duration of the project.

3. Part 1, Section 11.5.1 requires two on the job trainees for the project. Due to the small size of the project and its remote location, the labor resources we would likely use for the work will be limited to a crew of highly skilled employees. *Can the on the job trainee requirement be waived?*

Yes.

4. Part 1, Section 11.6.1.1 mentions each offeror submitting a copy of documentary information generated in preparation of their proposal to a banking institution identified by VDOT within three days of the proposal due date. *Please describe the type of documentary information the Department expects to be submitted. Also, can you provide the banking institutions identity, a contact person, and a physical address?*

Refer to the RFP, Part 1, Section 11.6. In Section 11.6.4 outlines format and contents of the Escrow Proposal Documents (EPDs). The banking institutions identity and physical address is SunTrust Bank, 919 East Main Street Richmond, Virginia. The contact person is VDOT's State Contract Engineer (Escrow Agent).

5. Part 1, Section 4.3.3.2.2(i) requires that the proposal schedule include a narrative description of the proposed schedule. *Is a narrative reiterating the activities described in the schedule and their order as depicted in the schedule truly necessary?*

Yes.

6. Part 1, Section 4.3.3.2.2(i) requires that the proposal schedule include a narrative description of the proposed schedule. *To what level of detail does the narrative have to explain the schedule (e.g., construction means and methods)?*

Offeror should provide enough information for VDOT to have a clear understanding of how the work will be accomplished in a timely manner.

7. Part 1, Section 4.3.3.2.2(ii) requires that logic relationships, durations, and resource loading and timing of the activities for design and construction be shown in the proposal schedule. Is it truly necessary to resource load the proposal schedule for this small project, especially when resources such as crew labor and equipment may change before construction actually starts?

Yes.

8. Part 1, Section 4.3.3.2.2(ii) requires that logic relationships, durations, and resource loading and timing of the activities for design and construction be shown in the proposal schedule. *What does resource loading and timing mean?*

Resource loading involves specifying the types and quantities of resources (i.e. crew labor and equipment) required to complete project activities. Timing involves how the Offeror will distribute the identified resources to the schedule for the duration of the project.

9. Part 1, Section 4.3.3.2.2(iii) requires the proposal schedule to identify material deliveries and associated payments for materials delivered. It would seem that leaving material costs rolled into the total costs loaded for the project work tasks would make the proposal schedule more manageable. Can the material delivery and associated payment requirement be limited to critical items with long lead times, such as beams or piles?

Yes.

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10. Part 1, Section 4.3.3.2.2(iv) requires that the proposal schedule show conformity to the resource loading of the price proposal. The RFP section covering the price proposal requires only a schedule of values containing material quantities and costs of each major work activity. What resource loading other than cost of major work activities in the

schedule would need to show conformity with the price proposal?

None.

11. Part 1, Section 4.3.3.2.2(iv). If major work activity costs are the only resources loaded that need to show conformity to the price proposal, then do we need to load any other resources into the schedule?

Refer to response provided for Question #10.

12. Part 1, Section 6.2.2. The Department has limited our RFP responses to 60 pages and a number 12 size font. Given the extensive proposal schedule requirements outlined in Part 1, Section 4.3.3.2.2 can we use a smaller font on our schedule OR can the schedule portion not count towards our 60 page limit?

The schedule requirements as listed in the RFP, Part 1, Section 4.3.3.2.2, shall not be counted against the 60 page limit.

13. Part 1, Section 2.4.1. What are the stations and offsets to the temporary easement graphically depicted on the plans sheet included in the RFP Information Package?

The plan sheet has been revised to graphically depict the stations and offsets to the temporary construction easements based off of the survey traverse line and is available at http://www.virginiadot.org/business/rfp-info-packet609.asp. The survey alignment file is also available at http://www.virginiadot.org/business/rfp-info-packet609.asp.

14. Part 1, Section 2.5.1. What will the Department's action be if all cost proposals are in excess of the estimated contract value of \$1,100,000?

VDOT will determine its course of action after submittal of the proposals.

15. Part 1, Section 4.3.1. Can the Department provide a copy of VDOT's Minimum Requirements for Design Level Geotechnical Investigation?

The Requirements for Design Level Geotechnical Investigation are included in the revised Sections of Chapter 3 of VDOT's Manual of Instructions for Materials Division, and are available at http://www.virginiadot.org/business/rfp-info-packet609.asp

16. Part 1, Section 4.3.6. Does the DBE requirement need to be met for design AND construction services or can it be met for the project as a whole - for example - all DBE component in design services OR all DBE component in construction services?

The DBE goal is for the project as a whole.

17. Part 1, Section 6.2.2. Is Attachment 4.2.2.1 - Work History Form to be included in the 60 page limit?

No, please refer to Section 6.2.2 "Attachments listed in Section 11.8 below, with the exception of 4.2.2.3, shall not be counted against the above referenced page limit".

18. Part 2, Section 1.0.6. Since design was not complete (other than a very conceptual idea) when the NEPA document was developed and approved, will preparation of a revised NEPA document be required based on the final design?

The NEPA document will not require revision unless the Offeror propose changes in scope or footprint that exceed that covered in the original NEPA document.

19. Part 2, Section 2.1. The design exception for bridge width is listed as 16 feet. *Is the 16 foot width intended to be the clear width of bridge (face to face of curbs/rails)?*

Face to Face.

20. Part 2, Section 2.1. RFP states that "The Offeror must exceed the minimum roadway design standards and criteria. Minimum design standards and criteria can only be utilized upon approval of the Department." Projects are normally designed to meet the minimum standards and criteria. Given the nature of this project, is it the Department's intent to exceed minimum standards and criteria?

Yes.

21. Part 2, Section 2.1. Will VDOT provide or make available copies of all VDOT Manuals and VDOT information listed in the Standards and Reference Documents that are not currently available on the Department's website? [For example, "VDOT Manual of Structure and Bridge Division, Vol. III and Vol. VII" are not available online].

Yes, available upon request.

22. Part 2, Section 2.2 states that a structural steel deck will not be allowed. *Does this include structural steel plates and steel grid systems? Does this include metal stay in place forms*

supporting a cast in place concrete deck? Does this mean that corrugated steel decking or corrugated steel flooring will not be allowed?

Metal stay in place forms are acceptable for a cast-in-place concrete deck. The other systems mentioned will not be allowed, even if overlaid or filled with asphalt or plain concrete.

23. Part 2, Section 2.2. Does the Department intend that this single lane bridge be designed for the Alternate Military Loading?

There is no loading exception for this bridge. The Alternate Military Loading remains part of the design requirements.

24. Part 2, Section 2.2. The Summary Table of Moments, Shears, Reactions, and Stresses and the Load Rating and Load Rating Report are items that seem excessive for a bridge as described in the RFP. Is it the Department's intent to require submission of these items as part of final design?

Yes. These items shall be submitted as required by the RFP.

25. Part 2, Section 2.3.1. What is the EQ 202 document shown under the environmental certification section of the environmental matrix?

VDOT completes the EQ202 to document to FHWA that the right-of-way proposed for purchase with federal funds is consistent with the footprint of the project covered in the NEPA documentation. If no federal funds are used for right-of-way purchase, the form is not required.

26. Part 2, Section 2.4. Can the Department provide an electronic copy of the existing survey information? (Either the x,y,z point file or any geopak .gpk file that has been created).

Available at http://www.virginiadot.org/business/rfp-info-packet609.asp.

27. Part 2, Section 2.5. The RFP states that "The foundation and soil survey borings and CPT logs included in this document are not expected to provide sufficient quantity of geotechnical information for the Offeror's final design." The information provided is very similar to information received by the Department for use on small bridge replacement projects similar to the project described in the RFP. *Is it the Department's intent to require additional geotechnical field work and laboratory testing to finalize the design?*

Yes, refer to Part 2, Section 2.5.

28. Part 2, Section 2.5.2. Will the Department require use of approach slab at each end of the bridge?

In accordance with Volume V, Part 2, File no. 06.07 of the Manual of the Structure and Bridge Division, the bridge abutments must be designed and detailed to support approach slabs. However, considering the very low traffic volume, approach slabs are not to be included in this initial construction. Each abutment must have the shelf available on the backwall for a future approach slab.

- 29. Part 2, Section 2.6.2. The hydraulic model performed by the Department assumes a 102.4' long structure with 21" +/- deep superstructure depth (100' span steel truss) without interior supports or piers and a minimum low chord of the structure at El. 4.80. The existing bridge provides a clear channel opening width of approximately 46.50 feet (face of pile cap to face of pile cap) and a minimum low chord elevation of the structure at El. 4.8 +/-.
 - a. Are the existing abutments to be removed in accordance with VDOT Road and Bridge Specification Section 413?

Offeror shall meet the hydraulic opening and clearance requirements as determined by the H&HA provided in the RFP Information Package. The Offeror's design shall determine if the abutments are to be removed.

b. If abutment demolition occurs, is removal of the existing fill behind the existing abutments required?

Will be determined by Offeror's design.

c. If the final bridge configuration matches the configuration modeled by the Department, does the hydraulic model need to be rerun, modified, or changed?

Yes.

d. If a different bridge configuration is proposed but the different bridge configuration matches the current clear opening described above, does the hydraulic model need to be modified to reflect the different bridge configuration?

Yes.

e. The hydrologic and hydraulic analysis report states that a sketch of the final scoured bed profile and the check scoured bed profile is attached to the report. (See Page 2 of 4 of the report). The profiles are not attached to the report. Can the Department provide a copy of the scoured bed profiles?

The scoured bed profiles are available at http://www.virginiadot.org/business/rfp-info-packet609.asp

30. Part 2, Section 2.10.1. Can the Department provide an estimated length of time required for the various plan and environmental reviews by VDOT? By other State/Federal agencies?

Refer to the RFP, Part 3, Section 11.1.2. for approval time.

31. Part 3, Section 11.1.1 mentions that Attachment 11.1.1 sets forth the Design Builder's Critical Path Method (CPM) schedule for executing the Work. We cannot find this attachment in our documents. *Can the Department provide Attachment 11.1.1 as outlined in the RFP?*

Attachment 11.1.1 referenced in Part 3, Section 11.1.1 is not provided by VDOT, it is submitted by the Design-Builder as an Attachment which will set forth the Design-Builder's Critical Path Method schedule for executing the Work, as submitted in the Design-Builder's Proposal.

32. Part 5, Exhibit 110.02. General Decision VA20030020 contains the wage scales for highway work in numerous counties, but Mathews County is not listed as one of them. Does the Department intend for the offerors to use the wage scale shown even though it does not cover Mathews County?

No. The wage scale to be used for this project is available at http://www.virginiadot.org/projects/const-project.asp?ID=301.

33. The Emergency Management Plan (EMP) issued with the RFP requires that a van be left on the Chesapeake Bay side of the canal for transport of emergency personnel from the project site to the affected residences, etc. during long term road closures. Additionally, the EMP requires the offeror to provide transport from one side of the canal to the other during these closures. *Does the offeror have to provide the van for transportation from the project site to the affected residences, etc. for emergency personnel?*

VDOT will provide the van.

34. Can you tell me if there are any consultants that can not be used for this design build project?

VDOT did not use any consultants for this design-build project.

35. The plan showing the approximate limits of proposed temporary construction easements, does not identify any existing right of way on the DCR side of the road (no existing right of way line or label). I would assume there is an existing right of way along the existing road of 40 feet, 20 feet each side of the centerline (plan sheet does have statement "40' r/w conveyed to the Commonwealth of Virginia in DB 95 Pg. 659"), but just does not clearly define where the 40' right of way is located on the south side of the road.

To determine the existing right of way limits on the DCR property we should be able to use the existing right of way line on the north side of the road and just copy this 40 feet to the south to determine the existing right of way limits. Is this a correct statement?

No. VDOT is researching to provide evidence to support the existing right of way limits, and will notify Offerors as soon as a determination is made. The plan sheet has been revised to correct the right of way limits. The revised plan sheet is available at http://www.virginiadot.org/business/rfp-info-packet609.asp

36. In looking at the Route 609 project the question has come up as to why VDOT's structure division requested that a 102 foot structure be used in the hydraulic analysis of this crossing. It appears the roadway would flood much earlier than the existing structure due to the surrounding flat terrain. The additional length in the structure would not appear to reduce the elevation of the flood water. This would make one wonder why you would want to increase the structure size any more than necessary to reconstruct at the existing location. The hydraulic report has created a question as to the acceptable replacement length. Any history on this analysis and what was the actual concern would be helpful.

VDOT's Hydraulics Section had to select a set of parameters in order to perform the hydraulic analysis. VDOT has provided the parameters and assumptions used in the analysis on the 609 website for use by Offerors. As outlined in the RFP, Part 2, Section 2.6.2, VDOT is only providing this information for a conceptual layout of the bridge, therefore, Offeror's may provided alternative layouts along with a supporting H&HA and scour analysis. The only requirement as stated in the H&HA is a minimum clearance of 4.8 feet. Additional basis is available at http://www.virginiadot.org/business/rfp-info-packet609.asp.

37. The load rating for the proposed structure calls for a military load rating, is this required? This is a requirement per VDOT standards, for all interstate and other highway classes, however VDOT may want to review the actual need for this location. Should this project have a load rating exception?

Refer to the response provided for Question #23.

38. VDOT has provided a plan with survey showing the existing road and structure. Is there a profile that goes with this plan sheet? Any information that shows the clearances show under the existing structure to mean water elevation?

Profile sheet is available at http://www.virginiadot.org/business/rfp-info-packet609.asp

39. The contour file s18443cr.dgn is a 2D file so we are unable to create a DTM from this file. We need either the points and break lines displayed in a 3D file, the triangles displayed in a 3D file, or the contours displayed in a 3D file, or a .DTM file for use in Geopak. This is also the order of our preference for the file formats.

Available at http://www.virginiadot.org/business/rfp-info-packet609.asp.